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Contents for Week of April 24, 1933. Vol. XII. No. 9.

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© *Photograph by Wide World*

"NAZIS" ON PARADE IN NÜRNBERG

Brown shirts, uplifted right arms in salute, and swastika emblems on sleevebands—these are familiar features of the National Socialists, the party now shaping Germany's destiny. The swastika is clearly visible on the sleeve of the second man from the left, front row (See Bulletin No. 4).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Mount Everest Conquered by Airplane

FOUR British airmen early this month almost literally were "sitting on top of the world." In the two planes of the Houston Expedition they subtracted another unexplored spot from the map by flying over the summit of Mount Everest, world's highest mountain peak, 29,141 feet above sea level. (See illustration of Mount Everest and its neighbors, next page.)

Everest, which was named for Sir George Everest who made mathematical surveys in the Himalayas in 1841, fixing the mountain's altitude, lies near the northern border of Nepal, dominating many peaks that pierce the sky at more than 20,000 feet.

How Everest Repels Intruders

Armed with driving snowstorms, dangerous glaciers, hurricanes, frequent avalanches, below-zero weather, precipitous cliffs, and thin air at high altitudes, Everest has successfully driven back party after party of intrepid climbers. Many of those who have attempted to scale her sides have perished; others have fallen frostbitten and exhausted and have been saved only by heroic efforts of associates and native porters.

One of the outstanding attempts to scale Everest was made in 1922, after explorers had spent two years near the mountain laying plans for their attack. Camps were established along their route up the mountain. The highest one was at 25,000 feet, only a little over 4,000 feet from the storm-swept and ice-bound summit.

The highest altitude at which a camp had been pitched prior to that time was at 23,000 feet. One explorer was frostbitten and remained in camp; the others reached a point just 2,000 feet below their goal.

Seven Lost in an Avalanche

Equipped with oxygen apparatus, a group of climbers reached 27,300 feet in 1922, before they returned to camp. The last drive, made a few days after the second attempt, met with disaster. Fresh snow added to the climbers' troubles. Then an avalanche caught the expedition and seven men were lost.

In 1924 another expedition set out to conquer the peak. It entered the Himalayas by way of Darjeeling, India, and used the same base camp in the Rongbuk Valley.

Hurricanes wreaked their wrath upon the assaulters, but the expedition pitched a camp at 26,800 feet and a new high mark was made by two climbers, Somervell and Norton, who reached 28,200 feet.

Mallory and Irvine, two seasoned members of the expedition, set out in another attempt to scale the mountain. Searching parties failed to find the climbers when they finally broke camp. Everest had claimed two more men.

Another climbing expedition, under Hugh Ruttledge, will this summer again try to reach the summit on foot.

Note: For additional information about the Himalayas, the Pamir, and other central Asian mountain regions see: "First Over the Roof of the World by Motor," *National Geographic Magazine*, March, 1932; "On the World's Highest Plateaus," March, 1931; "By Coolie and Caravan Across Central Asia," October, 1927; "Exploring the Earth's Stratosphere," December, 1926; "Tiger Hunting in India," November, 1924; "The Fight at the Timber-Line," August, 1922; "Outwitting the Water Demons of Kashmir," November, 1921; and "Glimpses of Asia," May, 1921.

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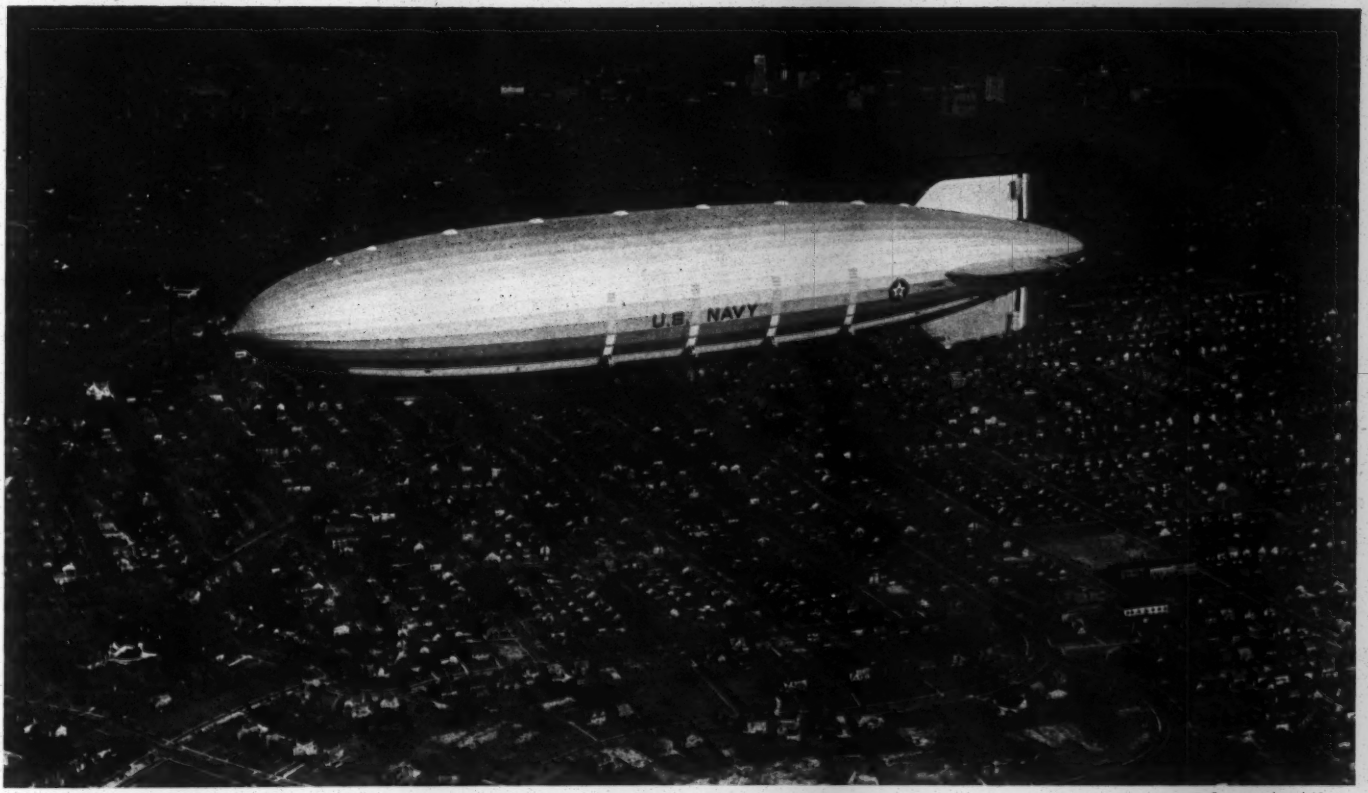

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THE *AKRON* ON ITS MAIDEN FLIGHT OVER THE CITY FOR WHICH IT WAS NAMED

Less than two years elapsed between the trial trip of this $5,000,000 Navy dirigible, September 23, 1931, and its destruction off Barnegat Light, New Jersey, April 4, 1933, with a loss of 73 officers and men. The huge dock at Akron, Ohio, where the *Akron* and the *Macon* were built, has 364,000 square feet of interior floor space, enough to accommodate 100,000 people (See Bulletin No. 2).

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"Off Barnegat," Where *Akron* Plunged, Graveyard of Ships

WHEN the *Akron* went down near Barnegat, on April 4, the giant Navy dirigible was added to a long roll of victims of the sea and gales off New Jersey's "Hatteras."

Statistics show that the Barnegat Coast Guard Station is one of the most active stations on the entire Atlantic Coast. Here the New Jersey shore bends like an elbow from a north-south direction to the southwest, and tidal currents, winds, and shifting shoals have taken toll of thousands of boats, large and small, since this part of the country was first sighted by Giovanni da Verrazano, the Florentine navigator, in 1524.

Graveyard of Small Ships

In these days of large steamers which run well out at sea, most of the seamen in distress are amateur sailors; rich yachtsmen who do not allow for drift and tidal variations, and whose craft pile up on the shoals; or from fishermen's boats, when their engines break down. Coastwise barge traffic is heavy, however, and occasionally a barge breaks loose from its tug-boat to add its wreckage to many that have preceded it.

In a description of the Jersey coast, published in 1879, it is recorded that, prior to the War of 1812, Old Cranberry Inlet (near-by) was one of the best anchorages on the coast, and it afforded a safe harbor for American privateers on the lookout for British ships during the Revolution. It was opened one night by the angry sea breaking across the beach, and during the last year of its existence as a deep-water harbor the whole channel drifted nearly a mile to the northward.

Its closure, about 1812, caused so much inconvenience that, in 1821, an attempt was made to cut a new inlet near the head of Barnegat Bay (the present Bay Head). With the assistance of local residents it was finally finished; but the following morning, to the amazement of the voluntary workers, it had closed up again.

Land of Legend and Mystery

To Jersey marshmen, baymen and old sailors the coast in the neighborhood of Barnegat Light is a region of legend and mystery. Here freebooters once hung a lantern around a hobbled mare's neck and turned the animal loose on the beach. Ship captains seeing the bobbing light mistook it for another ship in safe water, and were lured to destruction in the heavy surf. The freebooters then sold cargo that washed upon the beach.

Old Barnegat Light, a towering shaft built in 1858, still flashes a warning to mariners. But a modern lightship eight miles offshore indicates the shoal line, and the venerable shaft, its base buttressed with heavy piling against the shifting sands at its feet, now has an automatic flash. This signal is used chiefly by small craft entering Barnegat Inlet.

The State of New Jersey, as a matter of sentiment, has undertaken the care of the old lighthouse tower.

Difficult to Reach

Barnegat is difficult of access by both land and sea. In recent years a narrow paved road has been run through the sand dunes of Long Beach from Manahawkin,

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© J. Burlington Smith

MOUNT EVEREST, AND ITS NEIGHBORS ON "THE ROOF OF THE WORLD"

This view of the world's highest peak was taken from Darjeeling, India, more than 124 miles from the snow-covered summit. Darjeeling is northeast of Purnea, the starting point of the recent aerial expedition that made the first flight over Mount Everest.

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New Skyscrapers Pierce Madrid's Skyline

REPUBLICAN government in Spain, this month beginning its third year, has been paced by a steady march of progress in the nation's capital, Madrid.

Madrid's skyline, already higher than that of most cities outside of the United States and Canada, is to have a new addition. Its 12 stories may not impress Americans, but it is part of a building program which has recently given Madrid three structures over 15 stories high, and a number of others above the average European level.

New Railway Terminal Planned

Madrid also talks of a new $20,000,000 railway terminal. This will mean the electrification of local railway lines radiating from the city, because a tunnel would be needed to bring trains into the center of the capital. Now the station is at the foot of the plateau on which Madrid is situated.

While modernization has gone steadily on in recent years, there have been times when nearly whole sections of the city bowed at once to the plan of the city builders. In the construction of the splendid Gran Via, with its big hotels, smart shops, department stores and skyscraper business buildings, more than four thousand dwellings in a labyrinth of ancient streets in the heart of the city were demolished.

The Gran Avenida de la Libertad is one of the finest boulevards in Europe with its flanking governmental palaces, museums, hotels and palatial residences overlooking spacious plazas and parks. The Avenida's wide, tree-shaded walks, lying between the inner and outer automobile and carriage highways, are vividly alive by day, and literally thronged by early evening. Rows of chairs are placed on each side of the broad walk.

All along the walk are refreshment booths where soft drinks are the main stock in trade. As one sits sipping a cool, creamy, almond-flavored *horchata*, a boy appears with a barrel-like receptacle containing sweet, rolled wafers called *barquillos*. One hands the boy a coin, spins a wheel atop the barrel, and watches for the figure which indicates the number of wafers one wins.

A Parade That Passes Every Day

Meanwhile, the sidewalk parade passes on—army officers in brilliant uniforms, men garbed in black, graceful, dark-haired women and sturdy, bareheaded, barelegged children. Wizened peanut venders and coquettish flower sellers raise their voices above the din of loud conversation and laughter.

The men of Madrid are clean-shaven for the most part; the women have bobbed hair. Fans are the vogue in Madrid, and a colorful tint they give to the afternoon promenaders.

Madrid's summer temperature is high, but it is a dry heat. In the sun you broil, but wherever there is shade, there is a breath of cool air from the near-by mountains. The city is more than 2,000 feet above sea level.

Abundant water makes possible the thorough flushing of the streets from four to six times a day. Systematic tree planting and park development have transformed Madrid into a refreshing city in the midst of a scorched plain long stripped of trees. The old Castilian farmer believed the birds were mortal enemies and left no haven for them.

Madrid's shops close every afternoon from one or two to four or five o'clock.

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on the mainland, to Barnegat City, but the point of land on the opposite side of Barnegat Inlet has no connection with the outside world save by small boats.

Barnegat City is but a tiny cluster of weather-beaten houses around the old lighthouse and coast guard station. The big rambling hotel, which for half a century was a rendezvous of deep-sea fishermen, was destroyed by fire last year.

Note: The May, 1933, issue of the *National Geographic Magazine* will contain an up-to-date survey of New Jersey, including photographs and descriptions of Barnegat, and also an article dealing with aviation progress. For additional data see also: "Ohio, The Gateway State," May, 1932; "First Airship Flight Around the World," June, 1930; "Air Conquest," August, 1927; "Seeing America from the *Shenandoah*," January, 1925; "Man's Amazing Progress in Conquering the Air," July, 1924; "Navigating the *Norge* from Rome to the North Pole and Beyond," August, 1922; "America in the Air," March, 1921; "Helium, the New Balloon Gas," May, 1919; "A Battle Ground of Nature," June, 1918; "The Warfare on Our Eastern Coast," September, 1915; and "Beacons of the Sea," January, 1913.

Bulletin No. 2, April 24, 1933.

© *Photograph by Pacific and Atlantic*

LAKEHURST HAS KNOWN BOTH TRIUMPH AND TRAGEDY

This photograph shows Commander Hugo Eckener being showered with congratulations upon the successful completion of the first around-the-world flight of a dirigible, which ended at the New Jersey hangar, August 29, 1929. It was from Lakehurst that the *Akron*, and, a short time later, the blimp *J-3*, recently put forth on flights that ended in disasters.

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The Swastika: Ancient Symbol of Luck

NOW that swastika banners have replaced the Republican flag of Germany, curiosity centers about the hooked-cross emblem of the Nazis under the new Hitler régime.

The "Brown House," built expressly for the Hitler party headquarters in Munich, has a scrollwork of swastika signs in the decoration of its façade. In the great upper hall of the Brown House an enormous swastika is surmounted by a golden eagle.

Name Derived from Sanskrit

The swastika, an ancient Aryan symbol, is perhaps the oldest of all forms of the cross. The bars of the normal swastika are straight, of equal thickness, and cross each other at right angles, making four arms of equal size, length, and style. The peculiarity of the swastika, which distinguishes it from other crosses, lies in the fact that the ends of the bars are bent at right angles in the same direction, either to the right or to the left.

The name swastika is derived from the Sanskrit. It has been described as "the accumulation of lucky signs possessing ten thousand different powers or virtues," the most important being as a charm or amulet, as a sign of benediction, blessing, long life or good luck.

The swastika was the monogram of Vishnu and Siva in India, the battle-ax of Thor in Scandinavian inscriptions and a favorite symbol with the Peruvians. In China and Japan it appears to be a Buddhist importation. It is regarded as the symbol or seal of Buddha's heart, and is usually placed on the heart of Buddha in images or pictures of that divinity. It is believed to contain the whole mind of Buddha (see illustration, next page).

Found in Ruins of Troy

Many specimens of this hooked cross appear in Bronze Age remains in various parts of Europe, especially in the excavations on the site of ancient Troy. It is also found in ancient Persia, in India, and among the Indian tribes of North, Central and South America.

The swastika is a frequent decorative motif of Indian basket designs. In Chinese carpets and rugs it is more often recognized than any other symbol. It is represented singly, in a square, or in a circle, or again continuously in border ornamentation, or as a ground design. Linked together as a continuous pattern it is called by the Chinese "endless luck."

The German archeologist, Schliemann, and the French orientalist, Burnouf, were of the opinion that the swastika represents the "fire's cradle." By this they refer to the pith of the wood. In ancient times, the fire was produced in the intersection of the two arms by whirling around an inserted stick.

According to a widespread belief to-day, the swastika symbolizes the twirling movement produced when making the fire.

The swastika is sometimes represented in a circle. This circle is said to symbolize the sun, while the crossing lines are emblematic of the rays. The Hitler banner shows a black swastika set in a white circle upon a red background.

Note: See also "Renascent Germany," *National Geographic Magazine*, December, 1928; "The Heart of Aymara Land," February, 1927; and "The Land of the Yellow Lama," April, 1925.

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The dinner hour is from 8:30 to 10:30 in the evening, but there is plenty of time left to enjoy promenades, band concerts and movies before retiring, for even the band concert continues until two o'clock in the morning. If a traveler stays up to put Madrid to bed, he is likely to meet huge, creaking, two-wheeled, hooded carts lumbering into town with country produce bound for the central market where hills of vegetables are soon to rise.

Though youngest among the great Iberian towns, Madrid is one of the mightiest. Its ornate Palace of Communications (Post Office) is one of the finest public buildings in the world. Near-by are the National Library, Archeological Museum, and Museum of Modern Paintings—all three of great interest to students and art lovers.

Note: For recent photographs and data about Madrid see: "Madrid Out of Doors," *National Geographic Magazine,* August, 1931. Students preparing project assignments about Spain will find other useful information in: "Montserrat, Spain's Mountain Shrine," January, 1933; "Pursuing Spanish Bypaths Northwest of Madrid," January, 1931; "Seville, More Spanish Than Spain," "On the Bypaths of Spain," also "Barcelona, Pride of the Catalans," March, 1929; "Looking Down on Europe," March, 1925; "Adventurous Sons of Cadiz," also "From Granada to Gibraltar," August, 1924; "The Land of the Basques," January, 1922; and "A Unique Republic Where Smuggling Is an Industry (Andorra)," March, 1918.

Bulletin No. 3, April 24, 1933.

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THE TELEPHONE BUILDING IS TYPICAL OF NEW MADRID

This handsome skyscraper, on the Grand Vía, is claimed to be the second tallest office building in Europe, exceeded only by a 26-story building in Antwerp, Belgium. Spain's telephone service centers here.

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Mongolia, Western Frontier of Expanding Manchoukuo

THE recent attack on Dolon Nor, 30 miles west of Jehol border, by Japanese and Manchoukuoan troops, brings Inner Mongolia into far-Eastern news.

"Dolon Nor has figured in Asiatic news before," says W. Robert Moore in a communication to the National Geographic Society. "In 1689, by the Congress of Dolon Nor, the Mongolian tribes accepted Manchu rule as a protective alliance. This 'dependence' to the Manchu rulers, who occupied the Dragon Throne in Peiping (Peking), lasted until China became a Republic in 1911, at which time the people of Outer Mongolia severed connection with China.

Gobi Desert a Barrier

"Physically and culturally Mongolia is divided into two parts—Outer and Inner Mongolia. Still a third division, Manchurian Mongolia, might be made, as Inner Mongolia once extended into Manchuria and embraced a large portion of Jehol, which has recently fallen under Manchoukuoan control. The vast Gobi Desert is the geographical barrier between the two portions of the Mongolian plateau lands.

"For many years after Manchu rulers gained control over Mongolia they frowned on Chinese colonization of the land, but in the past half century the Chinese have flocked into Inner Mongolia in such numbers that much of the old nomad life has disappeared, and in its stead one finds cultivated lands and organized dairying efforts. Oats, wheat, buckwheat, millet, kaoliang and soy beans are some of the products now being grown.

"In one of the great loops of the Yellow River irrigation, between the present course and old channels, has reclaimed to agriculture over 150,000 acres of land. The Mongols contribute largely to the fur and skin trade and to supplying ponies to China.

In Chahar Province (where Dolon Nor is located), however, organized dairy farming has met with considerable success in Mongol hands.

Railway Touches Region

"In most cases the Mongols do not intermarry with the Chinese, but withdraw with their clans to more isolated places. Seldom, indeed, does one find a Mongol settling down to staid agricultural life.

"A railway from Tientsin and Peiping extends to Inner Mongolian territory through the historic Nankow Pass, touching Kalgan, Sui Yuen (Kwei Hwa), and Paotow.

One sees few Mongols while traveling through this region. Now and then a few desert-bronzed men, with peaked caps and long-sleeved robes, wander through market places, but almost the whole population is Chinese.

"Outer Mongolia, on the other hand, has been changed but little. In 1911 the Mongol princes expelled all of the Chinese officials and established an independent government under the leadership of the Khutukhtu, or 'Living Buddha.'

In 1924 the Living Buddha died and no new one was appointed; instead, a democratic type of government, sponsored by Soviet agents, came into effect. The church was divorced from the state, and the highest Mongol priest of that land lives

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THE SWASTIKA IN ISOLATED YÜNNAN PROVINCE, CHINA

In the two lower corners of the throne-rug of the King of Muli, visited a few years ago by a National Geographic Society expedition, is the ancient emblem now widely used in Germany by the "Nazis." In some parts of China and Siam the swastika is a symbol of organizations similar in purpose to our Red Cross.

in exile in the Lama temple of Peiping, and shakes his head at the 'ungodliness' of his people.

"A large portion of Outer Mongolia's million or so people are semi-nomadic and occupied in pastoral pursuits. They have approximately 419,000 camels, 1,591,000 horses, 1,957,000 oxen and cows, 12,726,000 sheep, and 2,529,000 goats. Only a little over 100,000 acres of land are under cultivation.

Almost Closed to Outside World

"With over a thousand miles of the land bordered by Russia, and some of the rest by the arid Gobi, the country is practically closed to the outside world. Even the normal amount of trade that once filtered out through Manchuria and to Kalgan from Urga has been partially diverted into Soviet channels.

"The Mongols are still a proud people and have not forgotten the greatness of their race that produced such men as Genghis and Kublai Khan.

"Dolon Nor, the scene of the recent bombing, is one of the chief towns in Inner Mongolia. It is in reality a Chinese rather than a Mongol city. There are, however, many Lama temples, where the Mongol priests gather. Each year Dolon Nor has a three-day fair and horse races."

Note: The following articles describe sections of both Inner and Outer Mongolia, and the life of the Mongol tribes: "From the Mediterranean to the Yellow Sea by Motor," *National Geographic Magazine*, November, 1932; "Raft Life on the Hwang Ho," June, 1932; "Byroads and Backwoods of Manchuria," January, 1932; "Manchuria, Promised Land of Asia," October, 1929; "The Desert Road to Turkestan," June, 1929; "World's Greatest Overland Explorer," November, 1928; "The Road to Wang Ye Fu," February, 1926; and "The Great Wall of China," February, 1923. See also "Here in Manchuria," February, 1933.

Bulletin No. 5, April 24, 1933.

© *Photograph by Knud Sorensen*

MONGOLS LIKE THE FREEDOM OF THE OPEN RANGE

Like some tribes of American Indians, whom they resemble, the Mongols cannot endure a settled life. Next to the raising of horses and camels the chief occupation of the Mongol is the transportation of goods along age-old caravan routes. Note the elaborate headdress of the women (left) and the cone-shaped hats of the men.